

# California Maglev

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With six million more people expected to populate Southern California in the next 25 years, mobility can only worsen. A 310-mph magnetic levitation (Maglev) train connecting the region's airports and activity centers is being planned to reduce the congestion, air pollution, noise and other impacts of such growth.



## Background

For the past six years, SCAG has been studying the feasibility of deploying Maglev in the region. The proposed Maglev system would connect the regional airports in Southern California, and ultimately grow to cover a 275-mile network. When fully deployed, the Maglev system would complement the existing state freeway system, providing transportation for more than 500,000 riders a day. SCAG has completed feasibility studies to evaluate each of the Maglev corridors in the proposed system.



## Initial Operating Segment

In December 2002, SCAG's Regional Council approved an Initial Operating Segment (IOS) of the Maglev system extending from West Los Angeles to Ontario International Airport, through downtown Los Angeles and West Covina, and on to a distance of approximately 56 miles. This 56-mile segment is a component of a 92-mile corridor between LAX and March Inland Port in Riverside County that will accommodate an average of 134,000 riders a day.

Upon completion of planning and environmental reviews, construction of the IOS could begin by 2015.

## Three-Phase Plan

Maglev IOS implementation:

- **Phase I** Pre-deployment analysis and feasibility studies. Completed.
- **Phase 2** Preliminary engineering focusing on defining the project to draft an environmental assessment and analysis (EIS). Underway.
- **Phase 3** Final financial analysis necessary to take the deployment program to the private market.

## Who Will Pay For It?

The estimated cost for the IOS is \$5.5 billion. Approximately \$15M is needed to produce the EIS. SCAG is currently working to secure federal pre-deployment funding as part of the Re-Authorization of the Transportation Equity Act.

Maglev corridor cities, organized as the implementing public entity, will build and operate the Maglev system through public-private partnerships. Project revenues would cover construction and operating costs. No government subsidies or grants would be required after the environmental documents were completed.

For more information, contact:

- Zahi Faranesh: 213.236.1819
- Sarah Adams: 213.236.1818

Or visit this Web site:

**[www.scag.ca.gov](http://www.scag.ca.gov)**

# Resolving Regional Challenges

818 West 7th St., 12th Floor, Los Angeles, CA 90017-3435 Tel: 213-236-1800